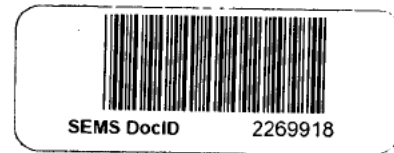


PFE ORIGINAL

68th STREET DUMP (AKA TYLER LANDFILL)
POTENTIALLY RESPONSIBLE PARTY SEARCH
ESS WORK ASSIGNMENT NO. ESS-098



INTERVIEW SUMMARY

NAME: LAWRENCE WALTER JENDRAS
(b) (6) [REDACTED]
Baltimore, Maryland 21224

TELEPHONE: (b) (6) [REDACTED]

AFFILIATION: Former owner/operator of dumpster for Mr. Robb Tyler and a later Safety Manager and Parts Manager for BFI until retirement in February, 1996

TYPE OF INTERVIEW: In Person

DATE OF INTERVIEW: September 30 and October 3, 1996

WITNESS TO INTERVIEW: None

On September 30 and October 3, 1996, Mr. Lawrence W. JENDRAS was interviewed at his residence, (b) (6) [REDACTED], Baltimore, Maryland 21224. Mr. JENDRAS was interviewed as part of the potentially responsible party search currently being conducted under work assignment ESS-098 involving the 68th Street Dump (aka Tyler Landfill), Rosedale, Baltimore County, Maryland (site). The interviewee was provided with a copy of the letter of introduction and advised that (b) (4) [REDACTED] of Investigative Consultant Services, Inc. is a sub-contractor to the U.S. Environmental Protection Agency (USEPA). The Interviewee was advised that the interview was voluntary and advised that the USEPA was attempting to identify potentially responsible parties (PRPs) that disposed of waste on the site which may have contributed to the contamination of the site. The interviewee was advised that once a PRP is identified the USEPA will attempt to cause the PRP to share in the cost of cleaning the site. The Interviewee responded to questions based on guidelines provided by the USEPA for former Robb Tyler employees.

Interview Summary

Lawrence W. JENDRAS

September 30 & October 3, 1996

Page 2

The Interviewee stated that his date of birth is (b) (6) and that he went to work for Robb Tyler on April 19, 1960, as an owner/operator of his own Dempster Dumpster 10-yard truck. He received a percentage fee from Robb Tyler for hauling waste for Robb Tyler customers. He remained in this position and when Robb Tyler sold the Robb Tyler, Inc. business to the Browning Ferris Industries (BFI), he continued to work as a driver until 1975 when he was promoted to Safety Manager.

The Interviewee stayed in the position of Safety Manager for six to seven years and in approximately 1981 he again was promoted by BFI management to the position of Parts Manager and remained in this position until he retired in February, 1996. The Interviewee is currently receiving a pension from BFI.

From 1959 or 1960 through 1975, the Interviewee was an owner/operator of his own truck and he did not supervise other personnel. As the Safety Manager, the Interviewee had staff duties and responsibilities and no direct charges to supervise. As the Parts Manager, the Interviewee had one direct charge to supervise, a parts runner.

In 1975, the Interviewee's immediate supervisor was Mr. (b) (6), District Manager, who is no longer with BFI, but is believed to be living at some unknown location in Georgia.

The Interviewee's immediate supervisor between 1982 and 1992 was BFI District Manager (b) (6), who is currently a Vice President with BFI stationed in Annapolis, Maryland.

The Interviewee's last supervisor was District Manager (b) (6) of BFI. He was the Interviewee's supervisor from 1992 until retirement in February, 1996.

JANUARY (Sup)

Interview Summary
Lawrence W. JENDRAS
September 30 and October 3, 1996
Page 3

The Interviewee worked as an owner/operator of his own truck from 1959 or 1960 until 1975. His hours of work ran from 5:00 a.m. until his route was completed in the early evening hours (4:00 p.m. to 6:00 p.m.). The Interviewee stated that he did not work night hours.

The Interviewee described the general operation of the 68th Street Dump (the site) as being open to the general public from 7:00 a.m. until 5:00 p.m. The Robb Tyler driver and owner/operator drivers reported to work around 5:00 a.m. so they could begin daily routes and operations. The employees and owner/operator drivers could get into the dump area after normal hours to complete their daily duties.

A company truck owner/operator, or the general public had to go through the scale area or prior to the scale operation, they had to receive a receipt from the scaleman. The scaleman would direct the general public to the area to dump, however, company personnel knew they should follow the bulldozer and that would be the correct place to dump on any given day.

Robb Tyler had approximately 50 to 75 employees working at the 68th Street Dump in 1959 or 1960 when he first went to work. In 1975 when he was promoted to Safety Manager, there were approximately 100 company employees.

The Interviewee stated that during the period of 1959 to 1975, Robb Tyler had the following types of rolling equipment:

- 2 Caterpillar bulldozers (tracked)
- 2 wheeled bulldozers
- 18 assorted trucks in 1959
- 5 service vehicles (welding trucks, pickup trucks)

Interview Summary
Lawrence W. JENDRAS
September 30 and October 3, 1996
Page 4

The Interviewee did not know when Robb Tyler first began to operate the 68th Street Dump.

The Interviewee stated that the procedure to follow upon starting work on any given day was to clock in at the dispatcher's office and at the end of each shift, each employee punched out at the same time clock.

The Interviewee stated that no waste was refused at the 68th Street Dump and that any and all waste brought to the site was accepted.

All transporters had to check into the scale house to be weighed. For the general public loads were weighed, to pay for their load to be dumped. For existing Robb Tyler customers loads were weighed to have their company accounts properly charged. Robb Tyler drivers and owner/operator drivers for Robb Tyler had to maintain a daily manifest as to whom and how much waste was disposed of at the site on any particular day.

The Interviewee stated that prior to his retirement in February 1996, he helped to erect shelves in two 45 feet long cargo trailers at the 68th Street Dump that were going to be used by BFI to store records of operation. He did not know if Robb Tyler records were included in the overall storage plan. The Interviewee believes that the two cargo trailers may have been relocated to BFI's new site on Dickman Street across from the Baltimore City Garage in South Baltimore.

The Interviewee stated that the general type of solid wastes disposed of at the 68th Street Dump consisted of household type trash, paper, cardboard, rubber and metal.

The general type of liquid wastes disposed of at the site consisted of water based liquids, beer, alcoholic beverage other than beer, paint, etc. The Interviewee stated the list is too numerous for him to fully name. REMEMBER (Leaf)

Interview Summary

Lawrence JENDRAS

September 30 and October 3, 1996

Page 5

The Interviewee reviewed the possible generator list and named the following companies he obtained waste from and delivered to the 68th Street Dump:

- Baltimore Gas and Electric Company
- Continental Can, 1100 East Baltimore Street
- John Hopkins Hospital, Broadway and Wolfe Streets
- Monarch Rubber Company, 3500 Pulaski Highway
- PORI Oil, Sparrows Point

The Interviewee also named the following four companies he hauled waste from and to the 68th Street Dump:

- Green Spring Dairy, 41st Street
- National Can, Ann Street
- Penn Hotel, Chesapeake Avenue, Towson
- Continental Can, Baltimore Street

The Interviewee reviewed the possible generator list as provided by the USEPA and identified the following companies as using their own company drivers to transport waste to the 68th Street Dump:

<u>NAME</u>	<u>TYPE OF WASTE</u>	<u>FREQUENCY</u>	<u>TYPE OF VEHICLE</u>
Bruning Paint Co.	cans	Unknown	dump truck
General Motors (driver-Ray)	slush material in 55 gallon drums	daily basis	dump truck
Monarch Rubber Co.	rubber dust cardboard, waste	1x week	dump truck

Interview Summary

Lawrence JENDRAS

September 30 and October 3, 1996

Page 6

The Interviewee stated that he dumped at the following dump sites in Maryland from 1959 until 1975:

- Texas Dump, Cockeysville, Maryland
- City Landfill, Ordinance Road, Anne Arundel County
- Norris Farms, Inc., Baltimore County
- Dover Road Dump, Anne Arundel County
- Solley Road Dump, Anne Arundel County
- Quarantine Road Dump, (across the road from Baltimore County Dump)

The Interviewee stated that he never disposed of waste at the Sauer Dump on Lynnhurst Road, Baltimore County, Maryland.

The Interviewee stated that the 68th Street Dump had a security guard that started in the mid-1960's. The guard was on duty in the evenings, weekends and on holidays.

The Interviewee stated that Baltimore City trucks that were owned by Baltimore City hauled burnt waste consisting in part of metals from the incinerator to the landfill at 68th Street. The Baltimore City Incinerator is located in the 6800 block Pulaski Highway. The waste materials from the incinerator were hot when delivered to the landfill site.

The Interviewee stated the Crown, Cork and Seal on 1200 South Newkirk Street, Baltimore, Maryland was a customer of both Robb Tyler and later BFI. They sent cork, bottle caps, and wooden skids to the 68th Street Dump. No chemicals to the knowledge of the Interviewee were sent by Crown, Cork and Seal to the 68th Street Dump. Robb Tyler had a black male driver by the name of (b) (6) working on a permanent basis in the yards of Crown, Cork and Seal. Mr. (b) (6) is

Interview Summary

Lawrence JENDRAS

September 30 and October 3, 1996

Page 7

believed to be in his 80's and living in the Baltimore City area.

The Interviewee remembers that Standard Oil was a Robb Tyler customer and later a customer of BFI, but he does not remember what type of waste they generated and disposed of at the 68th Street Dump.

Baltimore Gas and Electric Company (BG & E) was a customer of Robb Tyler and later a BFI customer. The Interviewee remembers that (b) (6) used to haul flyash from BG & E to the 68th Street Dump. The Interviewee stated that he used to haul office trash and construction waste consisting of wood, pipe and concrete from BG & E to the 68th Street Dump.

The Interviewee stated that Earl B. Boswell, now deceased, used to transport unknown wastes from O'Brien Paint. The Interviewee used to transport general office trash from O'Brien Paint to the 68th Street Dump. *ON RARE OCCASIONS - (Luf)*

The Interviewee reviewed the list of possible transporters as provided by the USEPA. He made the following comments about each listed transporter:

- F.A. Sauer and Sons used to transport waste (type unknown) to the 68th Street Dump on occasions
- F.P.R. Bohager Company hauled waste to the 68th Street Dump. This company is now called Waste Management.
- J. William Parker and Sons used to transport flyash from the Baltimore Gas and Electric Company to the 68th Street Dump

Interview Summary

Lawrence JENDRAS

September 30 and October 3, 1996

Page 8

- Modern Inc. and Modern Trash were one and the same. They used to be a Robb Tyler Company but are now a BFI company
- North Point Trash Removal was a company of Fred Sauer, but is no longer operating.
- Robb Tyler, Inc. and RTI, Inc. were one and the same. They were owned by Robb Tyler. Drivers of these companies used to dump ~~exclusively~~ at the 68th Street Dump.

The Interviewee stated that the overall management of the 68th Street Dump was by Robb Tyler. This site was closed in the late 1960's or early 1970's.

The Interviewee denies having any on-site documents from the 68th Street Dump in his possession.

The Interviewee stated that the general public had access to the 68th Street Dump. He felt that the landfill operation was approximately 50% general public and 50% Robb Tyler hauling to the site.

As mentioned previously, the security measures at the site consisted of the scale check-in prior to dumping. The landfill employees of Robb Tyler would not permit access to people who did not have a right to be on the property and security guards were utilized when dump operations were closed.

The Interviewee stated that he remembered two fires at the site. He did not believe anyone was injured as a result of the fires and the Baltimore County Fire and Police Departments responded to the site.

Interview Summary

Lawrence JENDRAS

September 30 and October 3, 1996

Page 9

The Interviewee did not know of other former Robb Tyler personnel who could be of further assistance in this investigation.

The Interviewee stated that he will review and sign a statement regarding the information he provided if the statement is correct in its contents.

"I declare under penalty of perjury that the foregoing is true and correct." *TO THE BEST OF MY KNOWLEDGE, IT'S BEEN 36 YEARS FROM 1959-60 TO THE PRESENT, WE TEND TO FORGET OR REMEMBER DIFFERENTLY.*

Executed on

11/16/96
DATE

signed

Lawrence Jendras
LAWRENCE W. JENDRAS

(Luf)

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